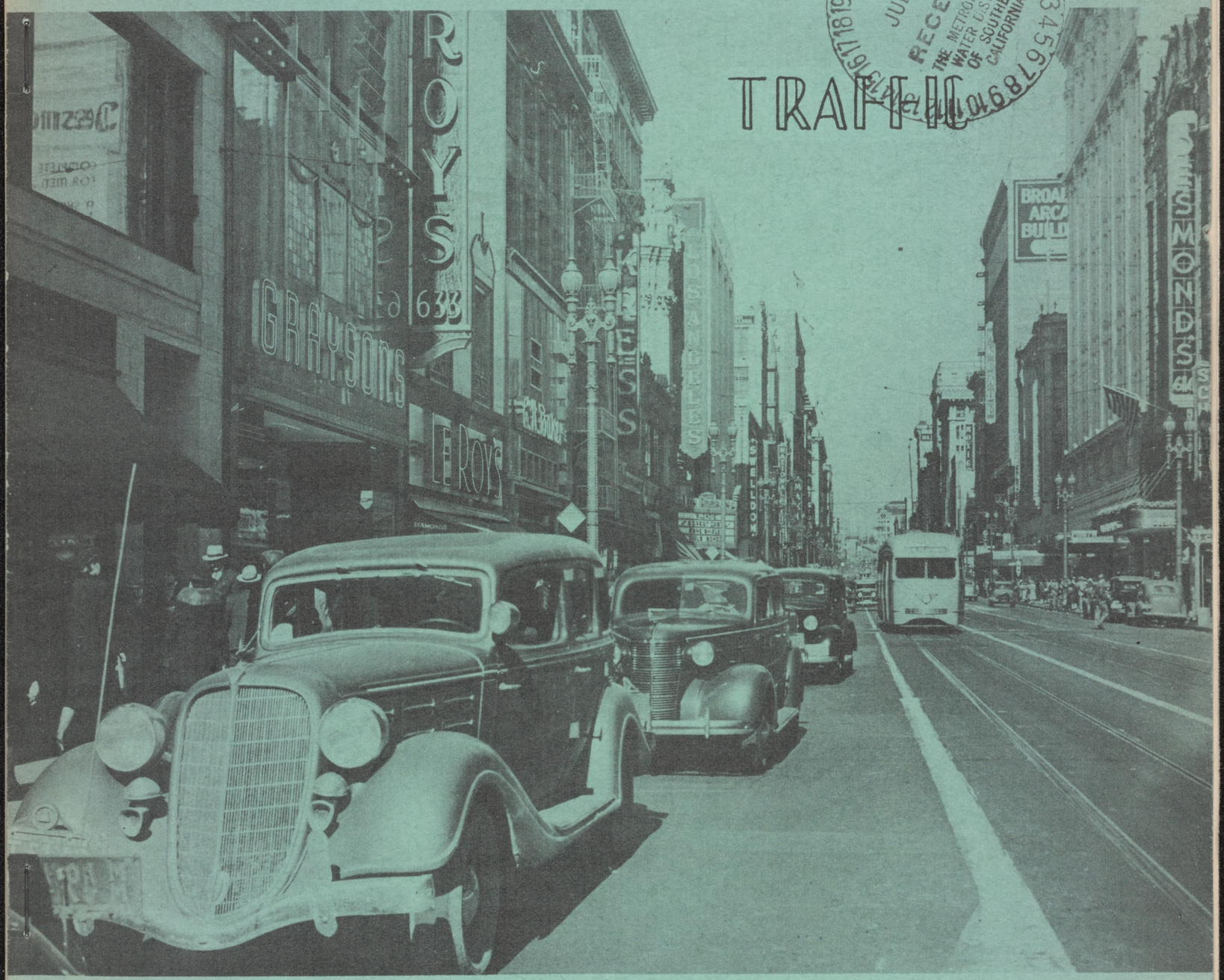
JULY
1944

RECEIVED
JUL 1944
THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

TRAFFIC



LOS ANGELES TRAFFIC ASSOCIATION

324 H. W. HELLMAN BUILDING
LOS ANGELES, CALIFORNIA

COMPREHENSIVE ZONING ORDINANCE

During the past several weeks the Los Angeles City Planning Commission has been engaged in a general revision of the existing zoning ordinance. We quote from a preliminary draft of the ordinance:

> "In order to consolidate and coordinate all existing zoning regulations and provisions into one comprehensive zoning ordinance for the purpose of regulating and restricting the location and use of buildings, commerce, trade, industry, or other purposes, the height, number of stories, and size of buildings and other structures, the size of yards and other open spaces, and the density of population, and for said purpose to divide the municipality into districts of such number, shape and area as may be deemed best suited to carry out these regulations, and to provide for their enforcement, the following ordinances, regulations and provisions, ... are hereby repealed and are supplanted and superceded by the following ordinance:
>
> "Whereas, the City Council of the City of Los Angeles deems it necessary to encourage the most appropriate use of land; to conserve the value of property; to provide adequate open spaces for light and air; to prevent the overcrowding of land; to lessen congestion on streets; to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements and to promote health and general welfare, all in accordance with a comprehensive plan,
>
> "Now, Therefore, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOS ANGELES, ... "
> (and Sections 1 to 32 inclusive, follow).

Of particular interest to this Association are the two above underlined measures -- TO LESSEN CONGESTION ON STREETS, and, TO FACILITATE THE ADEQUATE PROVISIONS OF TRANSPORTATION.

COMPREHENSIVE ZONING ORDINANCE

During the past several weeks the Los Angeles City Planning Commission has been engaged in a general revision of the existing zoning ordinance. We quote from a preliminary draft of the ordinance:

"In order to consolidate and coordinate all existing zoning regulations and provisions into one comprehensive zoning ordinance for the purpose of regulating and restricting the location and use of buildings, commerce, trade, industry, or other purposes, the height, number of stories, and size of buildings and other structures, the size of yards and other open spaces, and the density of population, and for said purpose to divide the municipality into districts of such number, shape and area as may be deemed best suited to carry out these regulations, and to provide for their enforcement, the following ordinance, [illegible] regulations and provisions, ... are hereby repealed and are supplanted and superseded by the following ordinance:

"Whereas, the City Council of the City of Los Angeles deems it necessary to encourage the most appropriate use of land; to conserve the value of property; to provide adequate open spaces for light and air; to prevent the overcrowding of land; to lessen congestion on streets; to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements and to promote health and general welfare, all in accordance with a comprehensive plan,

"Now, Therefore, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOS ANGELES, ... "
(and Sections 1 to 32 inclusive, follow).

Of particular interest to this Association are the two above underlined measures -- TO LESSEN CONGESTION ON STREETS, etc. TO REGULATE THE AMOUNTS PROVISIONS OF TRANSPORTATION.

Section 18 of the comprehensive zoning ordinance covers "GENERAL PROVISIONS AND EXCEPTIONS". One of the provisions aimed at the objective "to lessen congestion on streets" concerns:

PARKING SPACE

Quoting again from the preliminary draft:

"Every main building hereafter erected or structurally altered shall be provided with minimum off-street parking accommodations as follows:

a) For Dwellings there shall be at least one parking space in a building on the same lot with the main building for each dwelling unit and such parking space shall be not less than 8 feet wide by 18 feet long by 7 feet high with adequate provision for ingress and egress.

b) For Buildings Other Than Dwellings there shall be at least one parking space of 250 square feet on the same lot with the main building or adjacent thereto as follows:

1- For Churches, High-schools, Colleges and University Auditoriums and other places of assembly, at least one parking space for every ten seats provided in said building.

2- For Hospitals and Institutions, at least one parking space for every 300 square feet of floor space provided in said building.

3- For Theatres, Auditoriums and Other Similar Places of Assembly, at least one parking space for every ten seats provided in said buildings.

Another of the provisions "to lessen congestion on the streets" is in regard to:

LOADING SPACE

And we quote:

Section 18 of the accompanying ordinance covers "GENERAL PROVISIONS AND EXCEPTIONS". One of the provisions aimed at the objective "to lessen congestion on streets" concerns:

PARKING SPACE

Quoting again from the preliminary draft:

"Every main building hereafter erected or structurally altered shall be provided with minimum off-street parking accommodations as follows:

a) For Dwellings there shall be at least one parking space in a building on the same lot with the main building for each dwelling unit and such parking space shall be not less than 8 feet wide by 18 feet long by 7 feet high with adequate provision for ingress and egress.

b) For Buildings Other Than Dwellings there shall be at least one parking space of 250 square feet on the same lot with the main building or adjacent thereto as follows:

1- For Churches, High-schools, Colleges and University Auditoriums and other places of assembly, at least one parking space for every ten seats provided in said building.

2- For Hospitals and Institutions, at least one parking space for every 500 square feet of floor space provided in said building.

3- For Theatres, Auditoriums and Other Similar Places of Assembly, at least one parking space for every ten seats provided in said buildings.

Another of the provisions "to lessen congestion on the streets" is in regard to:

LOADING SPACE

And we quote:

"Every hospital, institution, hotel, commercial, industrial or other building hereafter erected which involves the receipt or delivery by vehicles of merchandise or materials shall have one loading space 10 feet wide, 20 feet long, and 14 feet high for each 2000 square feet of lot area upon which said building is located; provided, however, that not more than two such spaces shall be required, unless the building on such lot has a gross floor area of 80,000 square feet, in which case there shall be one additional loading space for each additional 40,000 square feet (in excess of 80,000 square feet) or fraction thereof above 10,000 square feet.

In addition to the parking requirements stated above, the ordinance provides for regulation of:

"All Public Parking Areas and Used Car Sales Areas herein permitted shall be improved as follows, subject to the approval of the Administrator:

1- Such area shall be paved, shall have appropriate bumper guards, and be properly enclosed with a fence, wall or landscape treatment.

2- Where such area adjoins the side of a lot in the 'R' District, no parking shall be permitted within 6 feet thereof, and within the 6 foot strip there shall be planted an evergreen hedge which shall be maintained at a height of 6 feet.

3- Any lights provided to illuminate such parking areas shall be so arranged as to reflect the light away from adjoining premises."

The Zoning Administrator is granted the power, as related in the Section which states his powers and duties, to:

"Permit the location of any of the following

"Every hospital, institution, hotel, commercial, industrial or other building hereafter erected which involves the receipt or delivery by vehicles of merchandise or materials shall have one loading space 10 feet wide, 30 feet long, and 14 feet high for each 2000 square feet of lot area upon which said building is located; provided, however, that not more than two such spaces shall be required, unless the building on such lot has a gross floor area of 80,000 square feet, in which case there shall be one additional loading space for each additional 40,000 square feet (in excess of 80,000 square feet) or fraction thereof above 10,000 square feet.

In addition to the parking requirements stated above, the ordinance provides for regulation of:

"All Public Parking Areas and Used Car Sales Areas hereafter permitted shall be improved as follows, subject to the approval of the Administrator:

1- Such area shall be paved, shall have appropriate bumper guards, and be properly enclosed with a fence, wall or landscape treatment.

2- Where such area adjoins the side of a lot in the 'R' District, no parking shall be permitted within 5 feet thereof, and within the 5 foot strip there shall be planted an evergreen hedge which shall be maintained at a height of 5 feet.

3- Any lights provided to illuminate such parking areas shall be so arranged as to reflect the light away from adjoining premises."

The Zoning Administrator is granted the power, as related in the Section which states his powers and duties, to:

"Permit the location of any of the following

5000 SQ. FT. 2 ACRES LEGEND 5 ACRES 20000 SQ. FT.

SAN FERNANDO VALLEY

CITY PLANNING COMMISSION CITY PLANNING DEPARTMENT

LOS ANGELES

uses in a district from which they are prohibited by this ordinance:

Commercial recreation facilities, excluding the exhibition type
Motion picture studios
Public camps, and
Public parking areas

The map on the page immediately preceding illustrates a general application of the ordinance to San Fernando Valley. In addition to the provisions which apply to all areas regulating USE, HEIGHT, and AREA, of land and buildings, here in the San Fernando Valley separate classifications or districts have been set up to be known as A1, A2, and RA. Briefly, these classifications are notable for the portion of the ordinance covering the lot areas. In the first or A1, the ordinance reads as follows:

"LOT AREA - Every main building hereafter erected or structurally altered as a dwelling, school, hospital or institution, shall have a lot area of not less than 5 acres, and in no case shall a farm or other parcel of land be reduced to less than 5 acres, provided:

a) not more than one dwelling may be erected on each 2½ acres of lot area

b) churches, libraries, or museums may be erected or structurally altered on a minimum lot area of 2 acres and where a lot has less area than herein required and was of record at the time this ordinance became effective, said lot may be occupied by not more than 1 family."

In the second, or A2 district, the ordinance reads:

"LOT AREA - Except as otherwise provided in Subsection 1 of this Section, every main building hereafter erected or structurally altered shall have a lot area of not less than 2 acres, and in no case shall afarm or other parcel of land be reduced to less than 2 acres, and not more than 1 dwelling may be erected on each 1 acre of lot area. Provided, however, that where a lot has less area than herein required and was of record

uses in a district from which they are prohibit-
ed by this ordinance:

Commercial recreation facilities, excluding
the exhibition type
Motion picture studios
Public camps, and
Public parking areas

The map on the page immediately preceding illustrates a general application of the ordinance to San Fernando Valley. In addition to the provisions which apply to all areas regulating USE, HEIGHT, and AREA, of land and buildings, here in the San Fernando Valley separate classifications or districts have been set up to be known as A1, A2, and PA. Briefly, these classifications are notable for the portion of the ordinance covering the lot areas. In the first or A1, the ordinance reads as follows:

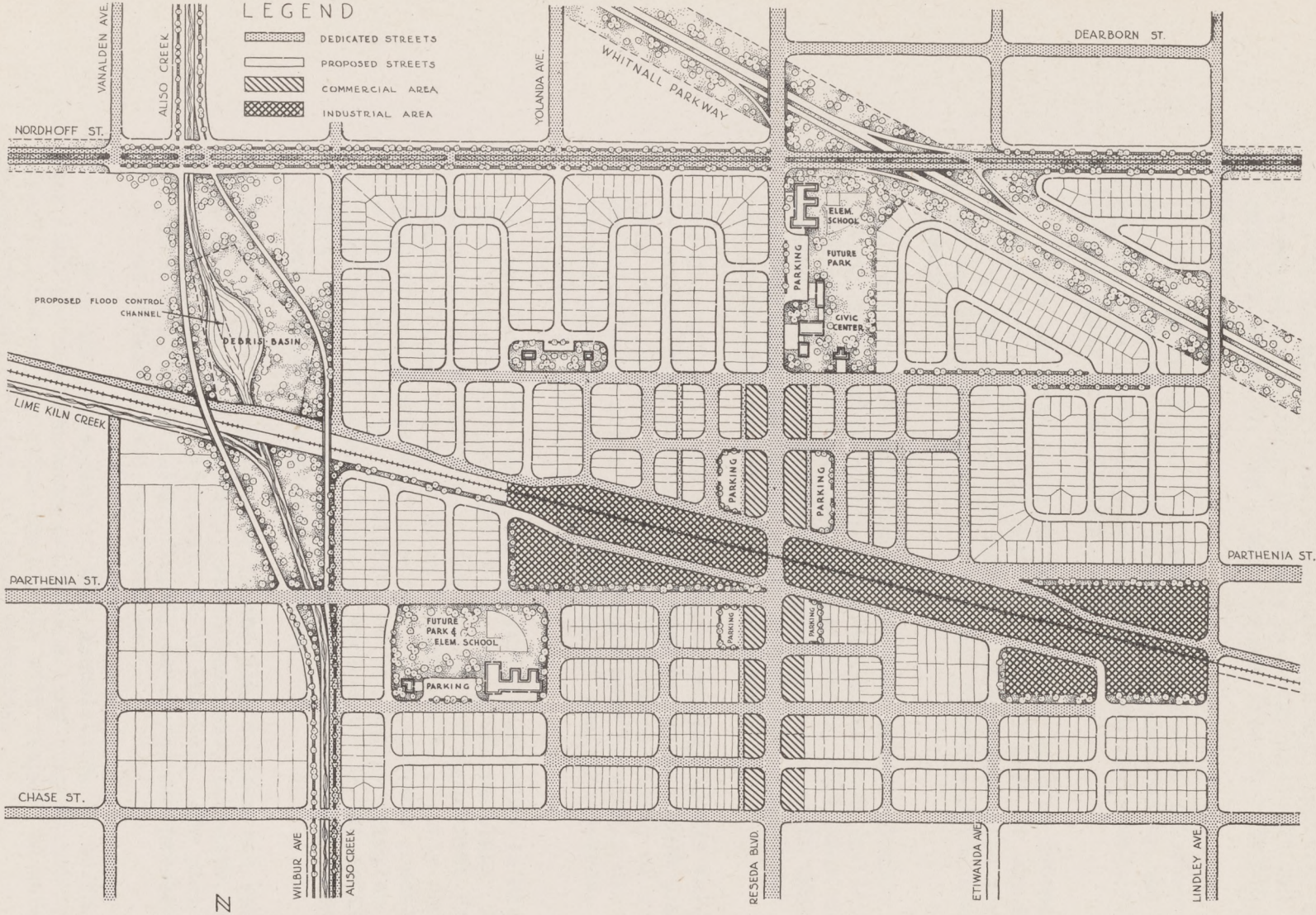
"LOT AREA - Every main building hereafter erected or structurally altered as a dwelling, school, hospital or institution, shall have a lot area of not less than 5 acres, and in no case shall a farm or other parcel of land be reduced to less than 5 acres, provided:

a) not more than one dwelling may be erected on each 5 acres of lot area

b) churches, libraries, or museums may be erected or structurally altered on a minimum lot area of 2 acres and where a lot has less area than herein required and was of record at the time this ordinance become effective, said lot may be occupied by not more than 1 family."

In the second, or A2 district, the ordinance reads:

"LOT AREA - Except as otherwise provided in Subsection 1 of this Section, every main building hereafter erected or structurally altered shall have a lot area of not less than 2 acres, and in no case shall a farm or other parcel of land be reduced to less than 2 acres, and not more than 1 dwelling may be erected on each 1 acre of lot area. Provided, however, that where a lot has less area than herein required and was of record



NORTHRIDGE

SAN FERNANDO VALLEY

DEPARTMENT OF CITY PLANNING

CITY OF LOS ANGELES · CALIFORNIA ·

at the time this ordinance became effective said lot may be occupied by not more than 1 family."

In the RA District, A1 and A2 uses are permitted if area regulations of those Districts are complied with, and the lot area for District, "RA", must be not less than 20,000 square feet.

Zoning under the ordinance as applied to suburban communities in the San Fernando Valley is illustrated by the drawing on the page immediately preceding, which shows application to the community of Northridge.

From the standpoint of facilitating traffic movement and relieving congestion in both the central part of Los Angeles City and in the San Fernando Valley, the proposed plan for zoning the San Fernando Valley has several features which should be emphasized:

1- The concentration of urban development around already existing nuclei will enable the planning of such facilities as highways, schools, parks, playgrounds, fire stations, police protection, libraries, sewers, water — in short, all municipal facilities — in a much more functional and economical manner than is customary.

2- The preserving of the agricultural economy of the Valley by establishing agricultural zones is sound. Such planning will relieve the City of the responsibility of overbuilding large areas with highways used by widely dispersed populations, the providing of sanitary sewers, and all other municipal facilities.

3- The provision for adequate industrial expansion is highly desirable and is provided for in the proposed plan. The location of industries in the Valley and employment for people living there in those industries is greatly encouraged if not practically assured. Under present conditions a large part of the population of the Valley commutes to industries and other places of employment in the central part of the city adding to the volume of traffic on the already heavily congested streets.

4- Every effort is being made in the plan to make the Valley a self-contained community where business, industry, agriculture, and population will be in balance. The plan appears to be quite scientifically developed and produces a very rational land use pattern.

From the standpoint of this Association, it would appear that the new ordinance provides a long step in the right direction toward improving conditions with respect to street congestion and provisions of transportation.

at the time this ordinance became effective said lot may be occupied by not more than 1 family."

In the RA District, A1 and A2 uses are permitted if area regulations of those Districts are complied with, and the lot area for District, "RA", must be not less than 20,000 square feet.

Zoning under the ordinance as applied to suburban communities in the San Fernando Valley is illustrated by the drawing on the page immediately preceding, which shows application to the community of Northridge.

From the standpoint of facilitating traffic movement and relieving congestion in both the central part of Los Angeles City and in the San Fernando Valley, the proposed plan for zoning the San Fernando Valley has several features which should be emphasized:

1- The concentration of urban development around already existing nuclei will enable the planning of such facilities as highways, schools, parks, playgrounds, fire stations, police protection, library service, sewers, water -- in short, all municipal facilities -- in a much more functional and economical manner than is customary.

2- The preserving of the agricultural economy of the Valley by establishing agricultural zones is sound. Such planning will relieve the City of the responsibility of over-building large areas with highways used by widely dispersed populations, the providing of sanitary sewers, and all other municipal facilities.

3- The provision for adequate industrial expansion is highly desirable and is provided for in the proposed plan. The location of industries in the Valley and employment for people living there in those industries is greatly encouraged if not practically assured. Under present conditions a large part of the population of the Valley commutes to industries and other places of employment in the central part of the city adding to the volume of traffic on the already heavily congested streets.

4- Every effort is being made in the plan to make the Valley a self-contained community where business, industry, agriculture, and population will be in balance. The plan appears to be quite scientifically developed and produces a very rational land use pattern.

From the standpoint of this Association, it would appear that the new ordinance provides a long step in the right direction toward improving conditions with respect to street congestion and provision of transportation.

Doings at the CITY HALL

TRAFFIC BOX SCORE - through July 4, 1944

Killed	1943	1944	Change
All traffic	185	195	+ 5.4%
Pedestrians	126	135	+ 7.1%
Injured			
All traffic	6,594	6,370	- 3.4%
Pedestrians	1,930	1,873	- 3.0%

(Figures for year to date)

Violations	Arrests
Jaywalking	15,238
Right of way of pesdestrians	8,139
Right of way of drivers	4,453
Speed	34,795
Hit and run	368
Drunk driving	1,109

A report recently released by Deputy Chief B.R. Caldwell of the Police Traffic Bureau states:

> "Traffic deaths throughout the city continued to show a decrease over the same period of last year for the third consecutive month since the police traffic drive was launched -- during the month of June there were 21 traffic fatalities here compared to 24 in June, 1943 a decrease of 12.5 per cent.

TRAFFIC BOX SCORE - through July 4, 1944

Killed	1943	1944	Change
All traffic	185	195	+ 5.4%
Pedestrians	126	135	+ 7.1%
Injured			
All traffic	6,594	6,370	- 3.4%
Pedestrians	1,930	1,873	- 3.0%

(Figures for year to date)

Violations	Arrests
Jaywalking	15,238
Right of way of pedestrians	8,159
Right of way of drivers	4,453
Speed	34,195
Hit and run	384
Drunk driving	1,109

A report recently released by Deputy Chief H.E. Caldwell of the Police Traffic Bureau states:

"Traffic deaths throughout the city continued to show a decrease over the same period of last year for the third consecutive month since the police traffic drive was launched -- during the month of June there were 21 traffic fatalities here compared to 24 in June, 1943 a decrease of 12.5 per cent.

"Before the traffic campaign was launched last April 1 traffic deaths in the first three months of this year showed a marked increase over the first quarter of 1943, the figures being 129 for 1944 and 99 for 1943, an increase of 30.3 per cent.

"In the second quarter of this year, however, the number of fatalities dropped to 59, a decrease of 25.2 per cent over the 80 deaths which occurred in the same period last year.

"And here, perhaps, is the answer: during the first three months of this year police issued 10,061 citations, but in the second three months they have passed out 23,519 traffic tickets to speeders.

"Total deaths from January 1 to July 12 this year have been 202, an increase of 4.7 per cent over last year when 193 were killed. Of this year's victims, 137 have been pedestrians, 3.8 per cent more than the 132 pedestrian deaths last year.

"Injuries, however, have shown a decrease so far this year with 6599 persons being hurt in traffic accidents as compared to the 6834 injured in same period last year. The decrease is 3.4 per cent. While 1996 of the injured persons last year were pedestrians, this year's figure is 1917, a decrease of 4 per cent..

"Before the traffic campaign was launched last April 1 traffic deaths in the first three months of this year showed a marked increase over the first quarter of 1943, the figures being 189 for 1944 and 99 for 1943, an increase of 90.3 per cent.

"In the second quarter of this year, however, the number of fatalities dropped to 59, a decrease of 25.2 per cent over the 80 deaths which occurred in the same period last year.

"And here, perhaps, is the answer: during the first three months of this year police issued 10,081 citations, but in the second three months they have passed out 23,519 traffic tickets to speeders.

"Total deaths from January 1 to July 15 this year have been 202, an increase of 4.7 per cent over last year when 193 were killed. Of this year's victims, 137 have been pedestrians, 3.8 per cent more than the 132 pedestrian deaths last year.

"Injuries, however, have shown a decrease so far this year with 6599 persons being hurt in traffic accidents as compared to the 6834 injured in same period last year. The decrease is 3.4 per cent. While 1996 of the injured persons last year were pedestrians, this year's figure is 1917, a decrease of 4 per cent.

WHT.BK,0226